CN Richmond Autoport Facility

Overview

In the coming months, CN will be developing an automobile processing and transshipment facility (an Autoport) in the Town of Richmond, Wisconsin. With the location's key rail-to-road transportation links, the site will allow regional access for a U.S. auto manufacturer to distribute their vehicles.

Autoport in Halifax, Nova Scotia

Operational Overview

- The 58-acre site will be developed with a large, asphalt pad to allow for the processing and handling of new finished automobiles. The facility will be served by existing rail service to the area on the same schedule, as it currently exists – twice a day, 5-7 times a week. A track mobile will be utilized on site to set the railcars, eliminating the need for a switching locomotive. Once the railcars are set and rail operations completed a crew will drive the automobiles to a parking spot onsite.

Autoport in Windsor Twp, MI

- The Autoport will operate Monday through Friday. The site could receive up to 40 rail cars per day allowing CN to process about 100,000 autos annually. The vehicles will be transferred to auto carriers and there could be about 80 two-way truck trips (in and out) daily dispersed across about a 22-hour period per day. According to traffic analysis, the facility will generate traffic reasonably evenly throughout the day as trucks arrive, are loaded and depart. This will result in a relatively low volume of site traffic affecting County A/BUS 64 during peak hours. Weekend service is not ruled out for future growth.
- The facility will have a security presence 24/7, lit with cameras and securely fenced. CN Police will monitor the area as part of their normal activities and will thus enhance a local police presence. CN will conduct a security assessment for the facility in cooperation with local law enforcement.
- Construction will commence in November 2019, and the facility will be operational in June 2020.

Public Benefits

- The facility will create 10-12 new jobs, which CN will market locally. These jobs will be Autoport employees with highly competitive salaries and benefits.
- The project will fall under the definition of a rail terminal, and so property tax revenue will revert to the community and not WisDOT as is the practice for typical railroad property.
- CN has asked the Town of Richmond to consider rerouting 105th Street, at CN's expense and on CN property, to enhance the safety of the facility. Rerouting of 105th Street will enhance sight lines for traffic entering County A/BUS 64, eliminate the need for an at grade rail crossing and thus reduce the need for the train to sound its horn as it would while crossing a road. It will also allow CN to utilize the current roadbed area to enhance visual mitigation. CN is designing the proposed intersection to have a deceleration lane off Country Rd A which will also increase safety.
- CN is seeking the development of the facility as well as rerouting of the roadway to be constructed by contractors from across the region.

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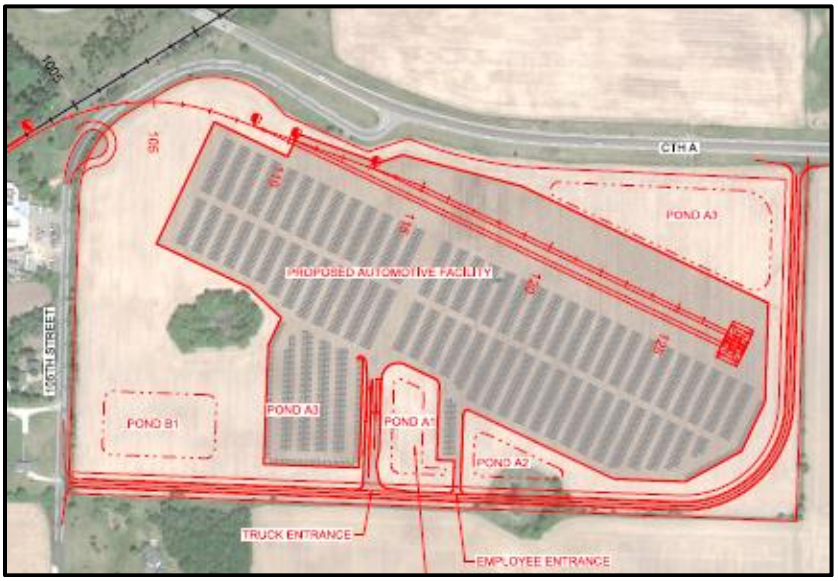
- Our Stronger Communities Fund could support community projects in the Richmond-New Richmond area that fall within our community investment focus areas of Health and Safety for Young People, Transportation Education, Environmental Sustainability and Diversity. Moreover, the community will become eligible for CN's "EcoConnexions From the Ground Up" grant program in partnership with America in Bloom. The program allows communities along the CN corridor to take environmental action by improving their communities through healthy urban forests, natural landscaping, groundcover improvement, and flower displays.

Mitigation Measures

With feedback from the community, CN is considering a wide range of mitigation measures to assist the facility with fitting within the area and the community's vision for it. CN has oriented the facility to minimize its visual impact to its neighbors and commuters; this allowed us to place storm-water ponds as an increased standoff between the facilities key areas of operations and those that live in the area. Existing trees and vegetation are proposed to remain whenever possible including the 0.6 acre wetland on-site. These mitigation measures could be enhanced with 6-foot high earth berms and additional vegetation on certain areas of the perimeter. The storm water retention ponds are designed for 100-year storm water event. CN is also considering using industry leading, directional, LED lighting to reduce light at a reduced height than those scene in the pictures for the Windsor TWP Autoport.

Autoport in Windsor TWP, MI



Design for autoport in Richmond, WI

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